

determined what goods should be left out
 was the rise
 in freight rates resulting from that
 pressure of demand,
 operating on a reduced supply of tonnage.

First measures The goods which could best
 afford to pay

the higher rates were imported. The
 others were cut out. This was
 not a

planned process ; and there was no
 guarantee

that it would give us the goods we
 most needed.

It was, fortunately, supplemented by other
 measures.

Steps were taken very early to ensure
 our supplies

of meat and wheat by requisitioning
 refrigerator

ships and wheat vessels, and later on the
 McKenna

Duties were imposed to restrict luxury
 imports. In

November, 1915, the Ship Licensing
 Committee

began to help the situation by refusing
 licences

where the charters were for the carriage
 of wasteful

and unnecessary imports. But the system
 of licence

could not be pressed far in this service
 without a

plan behind it for the imports which were
 and those

which were not to be permitted.

Speaking of the position at that stage
 in the War,

Fayle says :—

" It was not merely a question of the
 luxury

trades, the volume of which was small,
 but of a

choice between commodities commonly
Fayle describes regarded as necessities ;

and only the

the problem Government were in a
 position to say,

in the light of war requirements, what
 imports were and what were not

essential. The

task lay well within their scope : it
 was capable

of administrative
solution. . . .

The Government, however, shrank
from the
responsibility involved. . . ."

* "The War and the Shipping Industry," p. 156,